

12. Queen's Road
and Calle Anlogur, Manila.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(Passenger Service). (Freight Service).
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, Oporto, London, Liverpool, Glasgow, Hamburg, Bremen, Antwerp, and other ports in the North Sea and Baltic Ports, North and South American Ports.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
HOLSTEN	HAVRE & HAMBURG VIA COLOMBO	About 11th February
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 18th February
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 25th February
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 4th March
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 11th March
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 18th March
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 25th March
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 1st April
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 8th April
ALBION	HAVRE & HAMBURG VIA COLOMBO	About 15th April

* These steamers have superior accommodation for passengers and carries a doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLWITZ & CO.,

Agents.

Hongkong, 20th January, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
YAMAGUCHI MARU	Kobe (Direct)	Thursday, 8th February, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Monday, 12th February, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Friday, 23rd February, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Monday, 27th February, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Friday, 3rd March, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Monday, 7th March, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Friday, 10th March, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Monday, 14th March, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Friday, 18th March, at 4 P.M.
YAMAGUCHI MARU	Kobe (Direct)	Monday, 21st March, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, etc., apply to the Company's Local Agents at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 20th January, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON, etc.	BENGAL	Monday, 17th February	See Special Advertisement.
YOKOHAMA, etc.	YOKOHAMA	Monday, 17th February	Freight or Passage. (Passage through the Inland Sea.)
YOKOHAMA, etc.	YOKOHAMA	Monday, 17th February	Freight or Passage. (Passage through the Inland Sea.)
YOKOHAMA, etc.	YOKOHAMA	Monday, 17th February	Freight or Passage. (Passage through the Inland Sea.)
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YOKOHAMA, etc.	YOKOHAMA	Monday, 17th February	Freight or Passage. (Passage through the Inland Sea.)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 31st January, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA.

FOR	STEAMERS	TO SAIL ON	REMARKS
FOR VICTORIA, B.C. AND TACOMA	FOR VICTORIA, B.C. AND TACOMA	FOR VICTORIA, B.C. AND TACOMA	FOR VICTORIA, B.C. AND TACOMA
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VESSELS ON THE BERTH

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DESTINATION	VESSEL'S NAME	CLASS & REG.	CAPTAIN	PORT OF ORIGIN	TO BE DESPATCHED
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON & VICTORIA	Albion	Brit. str.	S. Barlow	P. & O. S. N. Co.	On 17th inst. at Noon.

For further particulars as to Freight, Passage, etc., apply to

CARLWITZ & CO.,

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Hongkong, 20th January, 1900.

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CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

18 PAUL DUBOIS STREET CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Two Great Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPEROR OF INDIA. (Comdr. O.P. Marshall, R.N.) WEDNESDAY, 14th Feb. 1900

EMPEROR OF JAPAN. (Comdr. G.A. Lee, R.N.) WEDNESDAY, 14th Feb. 1900

EMPEROR OF CHINA. (Comdr. R. Arnold, R.N.) WEDNESDAY, 14th Feb. 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this line pass through the famous

INLAND SEA OF JAPAN, and usually call at the ports of YOKOHAMA, KOBÉ,

and NAGASAKI, before proceeding to the coast of America, where they make

connection with the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the continent

from the PACIFIC COAST to the ATLANTIC WITHOUT CHANGE. Close

connection is made at Montreal, Quebec, Halifax, New York and Boston with Trans-Atlantic

Lines, which passengers to Great Britain and the Continent are given direct

Passengers booked through to all principal ports and AROUND THE WORLD. Return

tickets to various ports at reduced rates, good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Militaries, Members of the Naval,

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of this Company's route embrace its PALMATEA STEAMSHIPS

which are the largest and most comfortable in the world, and its TRANSCONTINENTAL

TRAINS (The Company having received the highest award for its Trans-Continental

Trains) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

OVER 120 CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and facilities are unequalled. For

Further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. B. BROWN, General Agent,

18 Paul Dubois Street, Hongkong.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH

AND AMERICAN PORTS.

THE Steamship

mostly all of them wounded. Three of the New South Wales cut their way through and escaped.

NOBIL INHUMANITY AT MAFERING.

The bombardment of Mafeking still continues; but the enemy have made very little progress, and Colonel Baden-Powell is as invincibly confident as ever. On the 3rd instant the Boers, deliberately, shelled the women's laager, and killed a little girl, aged eight years, and two other children. The indignation among the garrison is intense.

THE STORMBERG REVERSE.

From Stormkroon a message has been received, that the authorities have completely exterminated the guide Morgan, who led General Gatscher's force in the night attack on Stormberg.

MUNIFICENT CONTRIBUTION BY COLONEL LUMSDEN.

Calcutta, 19th January. Colonel Lumsden's contribution to the Indian Volunteer Contingent is Rs50,000, not Rs5,000, THE ENEMY LOSSES.

London, 19th January. Lord Dunsford, with a force of mounted troops, encountered a Boer force on Wednesday afternoon to the west of Acton Holmes. He was reinforced by General Warren at 7 o'clock in the evening by a detachment of Dragoons. Lord Dunsford occupied the kopjes after the fight, and now hold the position. The Boer losses were a Field Cornet and twenty men killed and wounded, and fifteen taken prisoners. The English loss was Lieutenant Shaw, of the Imperial Light Horse, wounded, and two privates killed and one wounded.

SPEECH BY THE HOME SECRETARY.

London, 19th January. Sir Matthew White Ridley, speaking at Liverpool yesterday, said that Her Majesty's Ministers shared the full responsibility, and they have been united from the beginning, of the Transvaal crisis. He added that, when the time came, their defence will be found adequate, with regard to the war. The Home Secretary said that all the Generals in the field had the confidence of the country, as well as that of the Government.

ARTILLERY REINFORCEMENTS.

London, 19th January. Twelve Batteries of Artillery will embark for the Cape within a week.

THE EIGHTH DIVISION.

London, 19th January. The Eighth Division for the Cape has been ordered to mobilise at Aldershot immediately. It is reported that General Rundle will command it.

GREAT FIRE AT SINGAPORE.

About eight o'clock on the night of the 24th ult. one of those terrible conflagrations that cause such great damage to property, and throw the residents of the town into excitement, broke out at the Tanjong Pagar Dock Co's Wharf. How the fire originated is not as yet known; but, about the time mentioned, the end of the steam saw mill nearest to the fitting shops was noticed to be ablaze. Plenty of assistance was forthcoming, and it was not long before the dock steam fire engine was at work and two other engines with the members of the Fire Brigade, under Superintendent Jennings, were on the scene shortly after eight o'clock. By this time, however, the whole building had got fairly alight, the great mass of wood inside the building blazing furiously. The flames leaped up to a height of fully 80 feet, and the roof of that portion of the building fell in with a great crash. This did not check the fire in the least. The scene about this time was magnificent, although of a very disastrous character. Not 20 yards away lay the s.s. *Zweana* in dry dock and a little further away was *La Seyne*, the French Mail steamer which was recently stricken at Garra Light and is now under repairs. Some idea of the heat from the fire can be gained when it is explained that the paint of the *Zweana* was burnt and had commenced to peel off.

There was no lack of willing helpers. Firemen, police, employees at the dock, and civilians working together in a praiseworthy style. Information had also reached the Commander of H.M.S. *Linnæa* lying in the Roads, and a score of bluejackets, assisted by several marines, armed with axes, set to work to clear away anything likely to assist the progress of the flames.

The fire was not long in reaching the main end of the building, and as several boats were in course of construction close by, particular attention was paid to preventing the flames reaching them, these efforts being successful. Another danger, however, was threatening. Close to the sea end of the mill is a godown rented by the Ocean Steamship Company. This building is stored with such inflammable materials as tar, rope, &c., whilst there was also a large quantity of matches there. The efforts of the firemen were chiefly directed to preventing this building getting alight. In this the efforts were rewarded with success.

By eleven o'clock the shed had been completely burnt out, and there was little difficulty in checking the fire's spread.

Besides the burning of the mill and its contents no other damage was done. What is left of the mill are the iron pillars which supported the shed and the sheets of corrugated iron, burnt, twisted, and now useless.

The machinery in the saw mills consisted of builers, circular saws, frame saws, wood-working machinery, &c., and it is not yet known how much of this will be fit for further use.

THE DAMAGE.

The property of the Dock Company is insured for almost two million dollars, divided up between 13 insurance companies. The particular section which was on fire is insured for \$75,000, divided proportionately between these 13 companies. The exact loss cannot be estimated, but it is known that it will be less than \$75,000. The general opinion in insurance circles is that 13 is a very unlucky number, and that as quickly as possible the Dock Company should make it either 12 or 14.

One of the marines from the *Linnæa* named Wildebank met with an accident while assisting at the fire. One of the engines was being removed to another part of the dock, when he slipped and dislocated his left knee. The ship's doctor from *La Seyne* attended him, and he was removed to the *Linnæa*.

"CRIMINAL LAW AND ITS HISTORICAL DEVELOPMENT."

The following is the continuation of the paper on "Criminal Law and its Historical Development," read before the Odd-Volume Society at the City Hall on Tuesday, 30th ult., by the Hon. W. Meigh Goodman (Acting Chief Justice):—

PROCEDURE IN THE CASE OF INDICTABLE OFFENCES.—(A.) PROCEDURE BEFORE THE MAGISTRATE.

It may be appropriate to indicate, at this point, the mode of procedure followed in England and in the case of an indictable offence, and dealt with summarily by the Magistrate. As a rule, such a case commences, if the accused is not already in custody, by the issue of a summons or warrant to procure his attendance before the stipendiary Magistrate or the two Justices of the Peace, who in many country districts of England are his equivalent. The summons or warrant of arrest as the case may be contains a concise statement of the charge. Before a warrant of arrest can issue it is indispensable that the information or statement of the accuser or informer should be verified by oath in due form.

The accused person, either having appeared to a summons or being brought up in custody, is placed in the dock and proceedings begin at once. Often a remand is at this stage asked for on the part of the prosecution, so as to procure the attendance of all the necessary witnesses, some of whom may not yet be in attendance. Some slight evidence will justify such remand, and the Magistrate may orally remand for three clear days or by written warrant for a space not exceeding eight clear days.

Subpoenas may be issued if necessary to procure the attendance of witnesses. Then, upon the day appointed for continuing the hearing the prosecutor and his witnesses as well as the accused being present; and either side, should they think fit, being represented by counsel, the case is opened by a brief statement upon the part of the prosecutor, who then proceeds to bring forward his witnesses. The latter will be examined upon oath, their depositions being taken down by the clerk, in the first person, and as nearly as possible in the exact language used. Any material remark volunteered by the prisoner during any part of the proceedings should be similarly recorded. At the close of each witness' examination, the accused, or his counsel is at liberty to cross-examine him, and the answers will be taken down in the same manner as those obtained upon the examination-in-chief.

All these depositions will then be read over to, and signed by, the respective witnesses who have made them; and will be signed by the presiding Magistrate. And any such deposition may be used against the accused, at his trial, in case of the previous death of the witness making it or of his being so ill at the time as to be unable to attend.

If, after hearing all the evidence for the prosecution, the Magistrate is of opinion that it is not sufficient to put the accused on trial, the latter is entitled to be forthwith discharged. It should be observed that the ordinary rules of evidence apply equally to such cases as the present as to those in which the Magistrate is dealing with a matter as to which his jurisdiction is final.

If the Magistrate is satisfied, however, that the evidence adduced by the prosecutor is sufficient to put the accused on his defence, he will read or cause to be read to him the depositions already taken, and after informing him of the precise legal charge which he has to answer, will address him in the following terms:—

"Having heard the evidence do you wish to say anything in answer to the charge? You are not obliged to say anything unless you desire to do so; but whatever you say will be taken down in writing and may be given in evidence against you on your trial, and you are also clearly to understand that you have nothing to hope from any promise of favour and nothing to fear from any threat which may have been holden out to you to induce you to make any admission or confession of your guilt; but whatever you now say may be given in evidence against you upon your trial, notwithstanding such promise or threat." Any statement which the accused may make in answer must be taken down, read over to him, signed by the Magistrate and placed with the depositions; and such statement may be given in evidence against him at his trial.

The Magistrate will then proceed to demand of the accused whether he wishes to call any witnesses. If so, their statements upon oath will be taken both by way of examination and cross-examination, provided they know anything of the facts of the case, or anything tending to show the innocence of the accused. Such depositions will be reduced into writing, read over to the person making the same; and otherwise treated in precisely the same manner as the depositions for the prosecution. Should this last evidence be such as to supply, in the opinion of the Magistrate, a sufficient and conclusive answer to the charge, the accused will be at once released. Should the Magistrate, on the other hand, consider it his duty to send the matter for trial he will either commit the accused to prison for safe custody during the interim or admit him to bail. He will bind over, by recognisance, the prosecutor and his several witnesses, as well as all witnesses called for the defence (not being mere witnesses to character) who may, in his opinion, have given evidence in any way material to the case, or tending to prove the innocence of the accused, to appear at the Court at which the accused is to be tried and prosecute or give evidence, respectively. Minors and married women are constantly thus bound over; and the Magistrate may, by warrant, commit to prison any witness refusing to be bound, until the trial.

(B.) PROCEDURE BETWEEN COMMITMENT AND TRIAL.—FUNCTIONS OF THE GRAND JURY IN ENGLAND AND THE ATTORNEY GENERAL IN HONGKONG.

The Magistrate, having committed for trial, the accused, in England, either remains in custody till the hearing of the case by the Quarter Sessions or the Judge of Assize as the case may be, or else procures bail, which will generally be allowed, except in cases of very serious crime where the punishment is likely to be so heavy that the accused would, in all probability, prefer to forfeit the recognisance of himself and his sureties, and run away rather than appear and take his trial.

In this Colony there are no Quarter Sessions but, what is more advantageous to the accused, a monthly sitting of the Supreme Court which ensures the speedy trial of all accused persons and prevents the delays which are often complained of in England.

(To be continued.)

SECOND VISIT IN HONGKONG.

FOR A FEW DAYS ONLY.

DR. M. SCHLOSSER.

SURGEON CHIROPODIST.

3, DUDDELL STREET, HONGKONG.

Room No. 11, First Floor.

Consulting Hours from 9 A.M. till 5 P.M.

THE system employed by Mr. SCHLOSSER, which has received the highest praise from the leading European and American papers, as well as from leading Medical men, does not consist in cutting the callousity of the Corn, for this more this is out the larger it grows, and, extending, produces inflammation, and gives rise to abscesses which may be followed by serious consequences too numerous to mention. To thoroughly CURE CORNS, BUNIONS, SALT CORNS and all diseases of the feet, THE germ of the evil, which is its root, must be EXTRACTED, that is to say, the white point forming a kind of eyelet must be taken away. Sometimes there are several of these which produce a number of Corns from the same growth, which are formed in the course of time and encouraged by too frequent cutting of the upper portion of the Corn.

MR. SCHLOSSER'S process is the only one which extracts the root of the evil in a single operation, PAINLESSLY, WITHOUT BLEEDING, and in a FEW MINUTES, allowing the patient to put on his boots and walk away immediately afterwards WITHOUT INCONVENIENCE, as is proved by more than 10,000 TESTIMONIALS. Amongst them are some from IMPERIAL ROYAL FAMILIES, STATESMEN, DIPLOMATS, MILITARY MEN, CLERGYMEN, EDITORS AND THE HIGHEST MEDICAL MEN.

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Room No. 11, First Floor.

FOR A FEW DAYS ONLY.

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